

TOM BURKE TELLS HOW TO WIN RACE

The Marathon Runners Are
Given Good Advice By
Athletic Expert.

HEADWORK COUNTS THE MOST OF ALL

Prospective Competitors Urged to
Study Themselves and the
Course.

Tom Burke's talk is the talk of the town today. There was no circus in the city yesterday afternoon, so the Marathon runners and others who hope to be Marathon runners some day were on hand on the tenth floor of the Munsey building.

Burke, who knows track athletics thoroughly and is an expert at distance running, gave some interesting side-lights on the history of Marathon running, as well as on the subject of training. He explained the theory that the first Marathon race in this country was that held by the Boston Athletic Association.

First American Marathon.
"You know the origin of the classic run from the plains of Marathon," he said. "But it seems to be the general belief that the first Marathon in this country was run in Boston. That is a mistake. The first was from Stamford, Conn. I was an official, and later was also an official at the Boston Marathon."

"The first Boston Marathon had fifteen starters. On April 19 of this year there were 136 entries and 138 starters in the Boston Association's run. At the first run the starter had to chase over the course in an automobile and act as a judge at the finish. In the race of last month there were over sixty officials, the course was patrolled by a military guard, and the arrangements were as complete and on a more comprehensive scale than those for a track meet."

Advice On Training.
Then Burke proceeded to give some facts about the Boston Marathons that had a direct bearing on the subject of training.

"It is a mistake," he said, "to think you have to be an experienced distance man before you can hope to run a Marathon race. Henri Renaud, a winner at Boston, had never been in a race over ten miles before he was victorious in the long run."

"This does not mean that training for a Marathon is a simple matter. It is one of the most grueling forms of track athletics I know. But I do hold that when training is done scientifically and with judgment there is no more danger in a Marathon race than one for a shorter distance."

Headwork Counts Most.

"It is not endurance so much as headwork that counts in the running of the race as well as in the training. A man should set his own schedule and adhere to it. By trial runs, you can determine what your average speed would be for a race of twenty miles. Make up your program according to this schedule and follow it closely."

"Pay no attention to the men who pass you. In all the Boston Marathons the winners have been men who stood from tenth to twentieth when the distance had been half covered. In every Marathon race I have ever seen the winner passed from five to fifteen men within the last two miles."

"Take the case of Renaud again. He was inexperienced. But he used judgment, ran on his schedule, and won a magnificently contested race. At fifteen miles from the finish he was twenty-fifth. At ten miles he was nineteenth; on the last mile he had only moved up to seventh. He took the lead one and a half miles from the tape and won the race by half a mile."

Caffery's Victories.

"In but two races held by the Boston association has the man who took the lead at the start won. In both cases this was Caffery, the Canadian, who is eminently a freak athlete when it comes to training."

"Longboat handles himself with the judgment of a trainer. In the last Marathon race I saw him run he was fifteenth at five miles from the finish. He won easily. In the same race Jimmy Lee was leading on the fifteen-mile line and he finished twenty-second."

Burke also gave a number of timely pointers on various phases of the race. He emphasized the necessity of wearing a covering on the head.

"If the sun is as warm on June 12 as it has been in a number of New England Marathons it would be almost suicidal to try to cover the course bareheaded. Not only should every man have a covering for his head, but his attendant should be provided with a water bottle and towel. He should apply cold water to his head frequently."

High Heels Advised.

Earlier in his talk Burke had advised runners to use high heels. The idea that you will run on your toes, or on the ball of your foot will be dispelled after about ten miles. Then you will run flat-footed and a high heel will be indispensable. It will greatly relieve the strain on your ankle.

Entries for the Intercity Marathon on June 12, now number eighteen. R. T. Marmion, D. T. Ellsworth and Charles W. Lippold signed entry blanks this morning. Blanks were also received from five members of the Y. M. C. A.—H. S. Shaw, J. N. Cutts, J. G. Stecker, E. H. Enzort, and J. E. J. Miller.

Marmion is a member of the Dupont Athletic Club. Since he has lived in Washington he has run in the Georgetown meet as a member of his club's relay team, which won first place. He repeated the performance with the same team at the George Washington University games.

His early work was done in Massachusetts. In the large, open Massachusetts High School meet on June 12 of last year, he captured third place in a ten-mile run against a class field. He has won one and five-mile events in closed meets.

Ellsworth's Record.

D. T. Ellsworth, though he has not run for the last year, is known for his performance with the Corcoran Cadets. In the National Guard meet of 1907, he won first place in the 220-yard run and was on the team that won the relay race. He won recognition as a cross-country runner three years ago when he finished third in the all-Washington cross-country race given under the auspices of Carroll Institute.

Lippold has figured in athletics for ten years. Last summer at Los Angeles he outran a field of sixteen on the Rubadoux mountain driveway races and also ran third at Long Beach in a five-mile free-for-all. He is a graduate of Business High School, of this city.

RELIABILITY RUN AUTOS IN GARAGE

All in Readiness for Start-
ing of Contest Tomorrow
Morning.

By HARRY WARD.

Twenty-one cars, with their tool boxes sealed and their motors tuned to perfection, are garaged in the old car barn at Fourteenth street and Park road, ready to participate in the third reliability contest of the Automobile Club of Washington.

The first car to check out will be a Maxwell, and it is scheduled to leave at 5 o'clock tomorrow morning. It is due to return to the clubhouse at 3:12 in the afternoon. The last car to check out will be a Brush runabout, its leaving time being 6 o'clock, and it is scheduled to check in at the clubhouse at 4:42 in the evening.

Final arrangements for the contest were made at a meeting of contestants, observers, and officials held at the clubhouse last night. The referee, Robert B. Caverly, went over the rules very carefully, calling particular attention to the fact that while the motors of the competing cars should not be stopped, except at Waynesboro, drivers would not be penalized for stopping the engine in the event a fractious horse should threaten danger on the road. If the observer feels that an accident is imminent through a frightened horse he can order the driver to stop the engine.

Pilot Car Leaves 4 a. m.

It was announced that President W. D. West would make the trip over the course in the pilot car of H. C. Chandler, who will precede the contestants by one hour. Mr. West will carry a supply of arrows, and in the event any of those that were placed along the route have been tampered with, he will put up a new one in its place.

All of the checkers along the route have been advised as to the number of contestants and have been instructed fully in the duties of their office, so that very little difficulty or misunderstanding is anticipated from this source. At Waynesboro the contestants are allowed a half hour for lunch. The stop is a compulsory one, and will be counted against each car. Engines may be stopped here and the fuel tanks replenished with gasoline. A tank wagon has been provided for this purpose. It is expected a large number of motorists will be at the clubhouse Sunday afternoon to witness the results.

This is the third reliability contest to be given by the Automobile Club of Washington, and it is expected to prove one of the greatest motoring events in the annals of the sport in this city. The route as laid out is 164.8 miles, through pleasant country, over roads that vary from good to bad. Numerous water breaks mark many portions of the road, especially in the mountain road beyond Waynesboro.

The officials of the contest are as follows: Referee, Robert B. Caverly; Judges, Fulton R. Gordon, H. Chadwick Hunter, clerk of the course, John K. Heyl; starters, Wallace W. Chiswell, David Dunneagan, pilot, H. C. Chandler. Following are the entries and the times set for the start and finish:

Concluding Tests.

After the automobiles check in at the clubhouse Referee Caverly and his assistants will carry out a series of tests calculated to indicate the operating condition of the cars. They will be made to jump a curb or spin the wheels to show that the clutch is holding; the brakes will be tested; the various tests of ignition tried; the motor examined with retarded spark and open throttle, and vice versa, to see whether it will run under varying ignition and carburetion conditions, etc. The tests will be thorough.

The cars will then be taken to the car barn and put under guard over night. Sunday morning the technical committee will go over each car to note its condition and work out the penalties. When these formalities have been observed the winning cars in each class will be announced. It is expected a large number of motorists will be at the clubhouse Sunday afternoon to witness the results.

The following observers were nominated: S. P. Compher, E. A. Pitkin, E. J. Briggs, S. M. Trammell, Roy DeNeal, Irving Hamilton, T. D. Walsh, I. W. McConnell, R. A. Bates, Mr. Chapin, Joseph Waldron, Charles Orme, Joseph Trow, C. M. Browne, G. Green, M. E. Miller, E. Love, J. B. Sperry, Charles M. Pickling, Jr., P. Eubanks, B. J. Doherty. The observers were cautioned to report at the car barn in ample time to check out with the car to which they

RELIABILITY RUN FACTS

Contestants for The Times Tri-
ple—All cars in class C.

Time of start—5 a. m., car barn, Fourteenth street and Park road.
Time of finish—Class A, 2:38 to 3:29 p. m.; Class B, 3:12 to 4:03 p. m.; Class C, 5:57 to 6:42 p. m., at Washington Automobile Club, Piney Branch road and Georgia avenue.

Observers report at least half an hour before start.
Waynesboro, Pa., only place where motors may be stopped or gasoline taken on. But motors may be stopped by observer for frightened horses.

will be assigned. The assignment of observers to the waiting cars will be made a few minutes before the first car is sent away.

Referee Caverly was very earnest in his talk with the drivers about speeding. He urged that each driver observe the speed laws of the various towns and villages along the route, pointing out that the section of the country through which the contest will be run is a favorite touring ground for Washington motorists, and infractions of the speed laws would tend to get motorists generally in bad favor.

As the Automobile Club of Maryland will also have a reliability contest tomorrow, and as a portion of its route is the same as that of the local contest, drivers were warned not to confuse Baltimore cars with the Washington cars in the local contest. The Baltimore and Washington contestants will probably meet in Frederick and Emmittsburg.

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Sunday School League—Peck, 11; Langdon, 2.
Independence League—Advent, 13; Wallach, 3.
R. R. Y. M. C. A. League—Station, 7; Southern, 4.
League—Parkview, 8; Petworth, 3.

Gams Today.

Capital City League—Brentwood vs. G. P. O.
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Independence League—Aggies vs. North.

R. R. Y. M. C. A. League—Shophmen vs. Car Department.
Suburban League—Woodburn vs. Brightwood.

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JEFF PICKS PAPKE TO DEFEAT KELLY

Boilermaker Losing Weight.
To Settle Unique Bet With
Ed Walsh Tomorrow.

CHICAGO, May 14.—"If Papke is in shape, he ought to win." This is the opinion of James J. Jeffries expressed today when asked to give his views on the "Thunderbolt's" fight with Hugo Kelly in San Francisco tomorrow.

Papke is a much stronger fighter than Kelly, and can take more punishment. He is the kind of man who can take a punch and give one, and next to Ketchel is the hardest hitter in the middleweight class. Papke was sick the last time he met Kelly and had no real chance. Kelly is a clever boxer, but in a long fight Papke will win if he is in condition."

Jeffries says he has taken off twenty-five pounds since he began training in New York. He is doing daily training stunts now. Tomorrow or Monday he will go to White Sox park, don a uniform and work out with the players. He has made a bet with Ed Walsh that he cannot strike him out.

**WELSH SIGNS UP
TO BOX GOODMAN**

NEW YORK, May 14.—Freddie Welch has been matched for a ten-round bout with Jack Goodman.

The fight will be held at the Fairmont Athletic Club on May 21, and the friends of Welch feel confident that he will make his best showing of the season.

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